(c) Introduction of direct train services between Guwahati-Puri, Guwahati-Hyderabad and additional services on Guwahati-Mumabi sector is not feasible at present due to operational and resource constraints.

Utilisation of labour force

†1775. SHRI ONKAR SINGH LAKHAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) what steps are being taken for promotion and alteration of loco and carriage factories and full utilisation of labour of the employees after gauge conversion of most of metre gauge lines in Ajmer; and

(b) what is the plan of Government for development of the Madar Railway Station and its adjoining areas?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The following works were sanctioned for BG conversion and upgradation of Ajmer Carriage & Loco shops:

(*Rs. in crores*)

Sl.No.	Year of Approval	Name of work	Cost
1.	1995-96	Ajmer Cariage & Wagon workhop—conversion from Metre Gauge for Periodical Overhauling of 150 Broad Gauge passenger coaches.	7.41
2.	1996-97	Ajmer Loco Workshops—Broad Gauge wagon Periodical Overhauling facilities.	3.17
3.	1996-97	Ajmer Carriage & Wagon workshop—Additional facilities for Periodical Overhauling and corrosion repair of Broad Gauge AC coaches.	3.08

The manpower is being optimally utilised and the workshop is already undertaking overhaul of BG & MG rolling stock as per requirements.

(b) Madar is a small station dealing with meagre volume of passenger traffic. Amenities commensurate with the volume of traffic have already been provided. There are no plans at present for further development.

Sakaleshpur-Kadur-Chickamagalur rail line

1776. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

†Original Notice of the question was received in Hindi.

(a) whether it is a fact that the proposal for laying a new Sakaleshpur-Kadur-Chickamagalur rail line in Karnataka has been under the Government's consideration since 1996; and

(b) if so, the details of the proposal and by when it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. The work is in progress and will be completed as per availability of resources in the coming years.

Rail accidents due to human errors

1777. SHRI RAMACHANDRAIAH RUMANDLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that one rail accident takes place everyday and a collision every tenth day;

(b) whether majority of such accidents occur due to human errors; and

(c) if so, the steps taken for full automation and properly trained staff, handling machine, to bring down casualties?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Average frequency of consequential accidents is roughly once a day but the frequency of collisions is roughly once in 20 days.

(b) Yes, Sir.

(c) Steps to Reduce Railway Accidents caused due to human errors.

1. The work of track circuiting has been accelerated on the trunk routes and other important main lines.
2. Modification of the signaling circuitry is being carried out to minimize chances of human errors in causing accidents.
3. Auxiliary Warning System of giving advance warning about 'signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.
4. Railway Board has cleared a pilot project of AWS for Tughlaqabad-Mathura section of Central Railway on a trial basis.